

COMMITTEE REPORT

PROPOSAL	Part retention of ground floor commercial unit (Use Class E); conversion of remainder of ground floor and first floor to form 8 x 1 bed flats (Use Class C3); construction of 2nd floor with recessed 3rd floor mansard roof to form 12 bed Shared Living Property (HMO - Sui Generis); with associated parking, refuse and landscaping.
LOCATION:	212-218 London Road, Waterloo, PO7 7AJ
REFERENCE NO:	APP/25/01015
APPLICANT:	Mr Rob Vandenberghe
APPLICATION TYPE:	Full planning permission
CONSULTATION EXPIRY DATE:	18/03/2026
APPLICATION EXPIRY DATE:	16/02/2026
WARD:	Waterloo
SUMMARY RECOMMENDATION:	Approve with Conditions

Executive Summary

The application site relates to the vacant former Christies alarm building on the southeastern side of the London Road. It is proposed to create a high-quality, mixed-use development comprising a ground floor commercial unit (Use Class E) with eight 1 bed flats (Use Class C3), and a 12 bed house in multiple occupation (HMO) (Sui Generis). This would be achieved through an upward extension creating a three storey, with recessed fourth storey, contemporary style building. The existing vehicular access would be used, and 15 car parking spaces and a cycle store for 32 bikes are proposed.

The site lies outside, but close to Waterloo Town Centre, where emerging policy H13 in the Building a Better Future Plan identifies the site as being within an 'opportunity area' for higher density development.

In this accessible location on the main London Road with its bus routes and cycle path, the principle of a higher density mixed use development is considered appropriate. During the course of determining this application the supporting noise report and mitigation measures have been amended to ensure future occupiers could be protected from ambient noise sources.

The design and appearance of the building is considered appropriate to provide a high-quality focal building, and the increased height is not out of keeping with other 3 storey developments in the vicinity. No harm would arise to nearby residents from overlooking or loss of light.

The proposed HMO element would provide high-quality shared living development intended for young professionals, and the residential element would provide 9 units to help meet the Borough's housing need.

In assessing the proposal against the adopted Local Plan and the National Planning Policy Framework (NPPF) it is considered that the development represents sustainable development. The application is therefore recommended for approval, subject to a S106 Agreement to secure contributions towards Nutrient and Solent Recreation mitigation, and appropriate planning conditions.

1. Site Description

- 1.1 The application site relates to a vacant, detached, two storey commercial building formerly occupied by Christie's alarms, a Class E use. It is located on the south-east side of the London Road, just south of the roundabout with Maurepas Way and Rockville Drive. It is constructed of red brick with some tile detail, beneath a tiled pitched roof. There is a traditional shopfront and fascia sign on the London Road frontage. To the rear the building has a single storey flat roofed addition across about two thirds of the building, which has a roller shutter garage style opening. There is also a narrow lean-to style addition on the southern side elevation.
- 1.2 Vehicular access is taken to the north of the site, between the building and the adjacent petrol station, to a rear parking area. This single width access also serves another two-storey commercial building located to the rear of the application site (currently in use by Southern Monitoring Services). This rear building is designed with an under-croft with further car parking to the rear again to serve that site. The red lined application site includes the parking area between this rear building and the application building, which currently comprises about 14 spaces.
- 1.3 There are double yellow lines outside the application site, and the London Road at this point includes a cycle lane and lies on a main bus route. There is a line of bollards at the front of the site which are aligned to indicate the boundary between the edge of the adopted highway and application site. The land slopes down to the southwest, such that the front of the building is set higher than the rear, which is built up slightly. The access drive also slopes slightly and the rear parking area is lower than the London Road.
- 1.4 The site is located in a mixed character edge of town centre location, with a petrol filling station immediately to the north with car and van hire behind. Beyond that is Wickes. To the south the land is part of a commercial telecommunications site, where there are mature trees on the front boundary. Opposite, to the west, the area is predominantly residential with the dwellings fronting the London Road generally semi-detached, two storey post war, hipped roof houses. The scale of surrounding development is predominantly two stories, but both Nelson House on the roundabout and 1a to 1f Forest End adjacent the health centre are three stories high.
- 1.5 The application site is located just outside the defined Waterlooville Town Centre by policy CS4 but nevertheless is closely associated with the town centre. The site lies outside any current or future tidal or fluvial flood zone but is identified as at risk from surface water flooding both now and in the future.

2. Relevant Planning History

The planning history of the site is quite extensive with the most relevant applications being for the original building on the site, and the building to the rear:

19326/2 – Two storey building for use as professional offices and car standing. Permitted 19/08/1980

19326/6 – Erection of two showroom units with offices over and associated car parking. Permitted 20/05/1982.

There were two applications shortly after these to change the use of the approved building to flats and another for a private dwelling. Both were withdrawn.

The remainder of the planning history largely relates to further alterations and extensions to the commercial buildings, new windows, shopfronts, adverts etc. There is no significant recent planning history.

3. Proposal

- 3.1 Part retention of ground floor commercial unit (Use Class E); conversion of remainder of ground floor and first floor to form 8 x 1 bed flats (Use Class C3); construction of 2nd floor with recessed 3rd floor mansard roof to form 12 bed Shared Living Property (HMO - Sui Generis); with associated parking, refuse and landscaping.
- 3.2 Apart from the addition of the feature front lobby detail and demolition of the small side lean-to, the proposed development does not alter the footprint of the existing building and is entirely achieved through internal works and upward extensions. The existing ground floor commercial unit would be reduced in size to 112sqm and compressed into the northern half but retaining the majority of the existing 'shopfront'. This commercial unit would have its own rear access and two dedicated parking spaces. A communal refuse area would also be provided adjacent the rear of the commercial unit.
- 3.3 The ground floor side, lean-to addition on the south-western side of the building, would be demolished. A new entrance lobby would be provided off the London Road frontage to serve the residential units. This would be 1m deep and extend up all 3 floors to provide an articulated contrast feature to the building.
- 3.4 On the ground floor three 1 bed flats would be provided and each of these would have private outside terraces. A secure 32 space bike store would also be provided internally off the entrance lobby.
- 3.5 The first floor would provide five further 1 bed flats with the existing flat roof of the rear single storey addition providing outdoor terraces – two flats would have small private terraces and the other 3 flats would share a communal terraced area.
- 3.6 The existing pitched roof of the building would be removed and a third storey added providing 11 of the bedrooms in the HMO on the second floor. A recessed fourth storey (third floor) would also be added providing the 12th bedroom and communal living and kitchen space. A rooftop terrace would be provided at the southern end of the building as well as a small terrace at the northern end for bedroom 12.
- 3.7 The rear car park would be laid out with 15 car parking spaces – 2 for the commercial unit and 13 for the residential development.
- 3.8 When measured from the rear where the land is lowest, the height to the top of second floor would be some 9.8m, with the height to the top of the recessed third floor being some 11.8m high. However, at the front of the building, the top of the second floor would be about 9m high. The third floor would be set back from the north, western and southern edges of the main building by 4.5m.

- 3.9 The external refurbishment of the building would introduce some more contemporary effects and materials, applying off-white render with dark grey anthracite cladding feature panels and using aluminium powder coated doors and windows, also in anthracite grey. The recessed third floor would be clad in light grey on its north, west and south elevation with a roof overhang. It would be finished in dark anthracite on its eastern elevation to tie in the with second floor. Timber pergolas would be added over the two private roof terraces on the first floor and the one adjacent the refuse area on the ground floor.
- 3.10 Indicative terrace screens and landscaping is shown on the drawings surrounding terraced areas, though no detailed hard or soft landscape plan has been submitted at this stage.
- 3.11 A Future Occupiers and Management Statement has been submitted indicating this would be a high-quality shared living development for young professionals.

4. Policy Considerations

In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, the Development Plan, and all other material planning considerations identified in the Planning Considerations section of the report.

Havant Borough Local Plan (Core Strategy) 2011

CS9 - Housing

CS11 - Protecting and Enhancing the Special Environment and Heritage of Havant Borough

CS15 - Flood and Erosion Risk

CS16 - High Quality Design

CS17 - Concentration and Distribution of Development within the Urban Areas

CS21 - Developer Requirements

DM3 – Protection of Existing Employment and Tourism Sites

DM10 - Pollution

DM13 - Car and Cycle Parking on Residential Development

DM14 - Car and Cycle Parking on Development (excluding residential)

Havant Borough Local Plan (Allocations) July 2014

AL1 - Presumption in Favour of Sustainable Developments

DM24 - Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development

Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Also of relevance is the emerging Local Plan: Building a Better Future Plan and in particular draft Policy 13, Housing Density – this draft policy defines an ‘opportunity area’ within which it is suggested that residential developments of 5 or more dwellings should achieve a density of 55 dph net.

Listed Building Grade: n/a

Conservation Area: n/a

5. **Statutory and Non Statutory Consultations**

Councillor Gwen Robinson – Waterloo Ward

Request to be determined by Planning Committee to ensure transparency and public participation, as residents have many concerns regarding a number of issues in relation to HMO applications.

Councillor Wade – Waterloo Ward

Query over the tenancy of the dwellings

County Highways Team

Initial Response

Access will continue to be taken from the existing dropped-kerb access onto the A3 London Road, south of the Forest End Roundabout.

Existing Conditions The site is located immediately south of central Waterlooville. The surrounding highway network comprises the A3 London Road, Rockville Drive and Maurepas Way. Continuous footways are present on both sides of these routes, and bus stops are located adjacent to the site. The site benefits from access to frequent bus services, pedestrian and cycle infrastructure, and proximity to local facilities and services.

Trip Generation and Impact Assessment The Design & Access Statement (November 2025) makes reference to general traffic generation, but the application does not include a comparative trip-generation assessment. The applicant should provide a quantifiable assessment of both the extant commercial use and the proposed residential and shared-living uses. This information is required to identify the net change in vehicle movements and to determine whether the continued use of the existing access would result in a material increase in traffic.

Car Parking Given the scale and conversion of use the Planning Authority, as local parking authority, will need to be satisfied that there is adequate parking available having regards to Adopted Parking Policy and Standards document.

Recommendation The Highway Authority requires further information before being in a position to make a positive recommendation.

On Additional Information

The applicant has subsequently submitted a Technical Note (2601-066/TN/01) including trip generation forecasts. The Highway Authority has reviewed the information provided and are satisfied that the proposal will not lead to an increase in vehicle trips or intensification or use of the existing access.

Recommendation – the Highway Authority raises no objection.

Southern Water

Initial Response

Previous advice in GEN/25/00619 response remains valid, which highlighted insufficient information regarding means of foul/surface water drainage disposal; noted existing sewer and water mains crosses the site and exact position must be determined; the existing gravity sewers require a 3m clearance; trade effluent application will be required.

On Additional Information

Noted that current connections for Foul & Surface Water drainage are to be utilised which is acceptable to SW.

Trade Effluent discharge licence will be necessary and condition requested; Wastewater grease traps should be provided on kitchen waste pipes or drain and maintained by owner or operator of the business.

Officer Note – the Trade Effluent licence would be required as part of the Building Regulations process and should not be duplicated as a condition, but an Informative can be added, as well as an informative about the grease traps.

Building Control – none received

Environmental Health – *final comments on revised submission following several previous comments – see file for previous comments*

Environmental Protection has no objection in principle to the above application, however the following matters must be considered.

Noise

The Vine Acoustics Noise Impact Assessment dated 13 March 2026 has been reviewed.

Whilst the submitted evidence does not conclusively establish rear façade LA_{max} levels, the use of a 75 dB design value is accepted for the purposes of specifying mitigation, subject to a requirement for post completion validation to confirm that the internal noise criteria are achieved.

On balance, the information submitted is considered sufficient to indicate that acceptable internal amenity can be achieved, subject to the implementation of appropriate mitigation and successful validation of its performance.

No information has been provided regarding the sound insulation performance of the existing partition elements between the retained ground floor commercial use and the adjoining first floor residential accommodation. Given the potential for noise transmission from commercial activities to noise sensitive rooms above, the separating construction should achieve a performance level of at least +5 dB above the minimum requirements of Approved Document E. Details demonstrating how this standard will be met shall be submitted for approval

The following conditions are recommended:

Noise levels

Prior to any work commencing on site, a detailed scheme for protecting the proposed dwellings from external noise shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate, through design calculations and/or manufacturers' data, how the development will achieve the following internal and external noise criteria (as recommended in BS8233:2014):

- i. all bedrooms shall achieve an 8-hour LA_{eq} (23:00 to 07:00) of 30dB(A)
- ii. all living rooms and bedrooms shall achieve a 16-hour LA_{eq} (07:00 to 23:00) of 35dB(A)
- iii. LA_{max,F} noise levels shall not exceed 45 dBA more than 10 times between 23.00 – 07.00 hours inside bedrooms
- iv. all private amenity spaces shall achieve a 16-hour LA_{eq} (07:00 to 23:00) of 55dB(A)

A noise validation report demonstrating compliance with these noise criteria shall be submitted to and approved by the Local Planning Authority before any dwelling unit is occupied. This assessment shall be conducted with the ventilation strategy operating (e.g., trickle vents in the open position and/or with mechanical ventilation systems running). The approved noise protection measures shall thereafter be maintained and operated in accordance with the approved scheme.

The post-completion testing shall be carried out by a suitably qualified and experienced acoustic tester, independent of the design and installation team.

Reason: To protect the amenity of future residents

Sound Insulation

Prior to the commencement of development, full details of the sound insulation performance of the existing and/or proposed separating floor/ceiling construction between the retained ground floor commercial use and the first floor residential accommodation shall be submitted to and approved in writing by the Local Planning Authority.

The submitted details shall demonstrate, through design calculations and/or manufacturers' acoustic test data, that the separating floor/ceiling will achieve a minimum airborne sound insulation performance of $\geq 48 \text{ dB } D_{nT,w} + \text{Ctr}$, being at least +5 dB above the minimum standard set out in Approved Document E for separating floors.

Prior to the first occupation of any residential unit, on site acoustic testing shall be carried out by a suitably qualified acoustic consultant to verify that the installed separating floor/ceiling construction achieves a minimum airborne sound insulation performance of $\geq 48 \text{ dB } D_{nT,w} + \text{Ctr}$.

A written acoustic test report shall be submitted to and approved in writing by the Local Planning Authority.

The approved sound insulation measures shall be fully installed prior to occupation of the residential units and shall thereafter be retained and maintained for the lifetime of the development.

Reason: To ensure adequate protection of residential amenity from noise associated with the commercial use below.

Construction Hours

Unless otherwise approved in writing by the Local Planning Authority, all works and ancillary operations in connection with the construction of the development, including the use of any equipment or deliveries to the site, shall be carried out only between 0800 hours and 1800 hours on Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays and at no time on Sundays, Bank Holidays or Public Holidays.

Reason: to protect the amenity of occupiers of nearby premises

Construction Environmental Management Plan

Prior to construction (including demolition) commencing on the site, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following details:

- o Development contacts, roles and responsibilities
- o Public communication strategy, including a complaints procedure.
- o Dust Management Plan (DMP) including suppression, mitigation and avoidance measures to control dust.
- o Noise reduction measures, including use of acoustic screens and enclosures, the type of equipment to be used and their hours of operation.

- o Measures to control light spill and glare from any floodlighting and security lighting installed.

The approved details shall be implemented before the development hereby permitted is commenced and retained throughout the duration of construction. The development shall only be carried out in accordance with the CEMP so approved

Reason: to protect the amenity of occupiers of nearby premises

Ecologist

The application is not accompanied by any ecological information. I have therefore carried out my own non-exhaustive desk-based assessment using the application documents, online sources and GIS mapping.

I am content that the site is of negligible ecological value. There is no meaningful vegetation present, and the building is highly unlikely to offer opportunities for protected and notable species. I am also content that the proposed development would fulfil the de minimis exemption criteria for Biodiversity Net Gain.

I would like the redeveloped building to incorporate ecological enhancement measures for roosting bats and nesting birds. A total of two each of bat roosting units (integral or externally mounted) and nesting units for Common Swift (integral or externally mounted) would provide a proportionate level of biodiversity enhancement. These measures can be secured by condition.

The redeveloped building shall incorporate a minimum of two integral or externally mounted roosting units for bats, and a minimum of two integral or externally mounted nesting features for Common Swift, installed as per manufacturer's instructions. Reason: to protect and enhance biodiversity in accordance with the Environment Act 2021, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.

Development Infrastructure Team (CIL & S106)

CIL Liable: <http://www.havant.gov.uk/community-infrastructure-levy-charging-schedule>

Mitigation will be required to mitigate against the effects of:

- (i) the likely impact of bird disturbance utilising the Bird Aware Solent Revised Strategy, and
- (j) to mitigate against the increased nutrient load at the Solent European Sites.

More information on our website:

- Bird Aware Solent Revised Strategy: <https://www.havant.gov.uk/planning-services/planning-policy/community-infrastructure-levy-cil/section-106-legal-agreements-3>
- Nutrient Neutrality: <https://www.havant.gov.uk/planning-services/planning-policy/supplementary-planning-documents/nutrient-neutrality/nutrient-0>

Environment Agency – none received

Planning Policy

The Local Plan (Core Strategy) and the Local Plan (Allocations), together with the

Hampshire Minerals and Waste Plan, provide the development plan for the borough. In addition, the Council adopted the Waterlooville Town Centre Masterplan SPD in December 2025.

The following Adopted Local Plan policies are of particular relevance:

- CS9 – Housing
- CS15 – Flood Risk and Coastal Erosion Risk
- CS16 – High Quality Design
- CS21 – Developer Requirements
- DM10 – Pollution
- DM13 – Car and Cycle Parking in Residential Development

The Draft Building a Better Future Plan was subject to consultation in Summer 2025.

Principle of Development:

The site lies within the urban area as defined by policies CS17 and AL2 in the adopted Local Plan. There is a presumption in favour of sustainable development in this location subject to other considerations.

Paragraph 125 of the 2024 National Planning Policy Framework indicates that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes, proposals for which should be approved unless substantial harm would be caused.

It should also be noted that the site lies adjacent, but outside the Waterlooville Town Centre boundary as defined by Policies CS4 and AL3. In addition, the site is located within an identified opportunity area for high density development as proposed to be defined by the Draft Building a Better Future Plan. As such, a high density scheme would be supported in principle.

For the purposes of this consultation response, it is assumed that the lawful use of the site is Class E(c) rather than Class E(g). This reflects the fact that the current occupier (Christie Intruder Alarms Ltd) is open to visiting members of the public, and the building has a shop front. As such, it is concluded that Policy DM3 which seeks to protect employment sites would not be relevant.

Flood Risk:

A large part of the site, except for the existing built form is at risk of surface water flooding. For sites where the only identified flood risk is from surface water, the Council's Flood Risk Sequential Test & Exception Test Guidance (January 2026) indicates that a sequential test will not be required. Applicants are however expected to take particular care with the drainage strategy for their site.

Parking:

The proposal would need to provide appropriate car and cycle parking provision in accordance with Policy DM13 and the Council's Parking SPD. Whilst the site lies outside the town centre, it is closely related to it – as such, maximum car parking standards could be considered appropriate. However, it must be based on the nature and scale of development, it is noted that the applicant has not provided any justification in this regard.

Residential Amenity:

It is acknowledged that the proposed development would result in a high density form of development, with the 12 bed House of Multiple Occupation located

across the second and third floors of the building. As such, consideration should be given to the overall quality of living accommodation having regard to amenity space and design in accordance with Policy CS16 and DM10.

Conclusion

The application is supported in policy terms, subject to detailed matters of consideration.

Southern Gas - HP Pipeline

Although SGN has a high pressure gas pipeline in the vicinity, the safety and integrity of our assets will not be affected by the proposal.

The pipeline is of prime importance to the gas supplies of this area. It is essential that the developer complies with a list of restrictions provided (see file) and in the document SGN/WI/SW2 in order to protect our plant and equipment and for the safety of your own operatives. A SGN representative must be contacted before any works commence.

Officer Note – *these restrictions can be provided as part of an Informative*

Climate Change Coordinator

Climate Change and Sustainability considerations are included in the below policies of the adopted local plan and within the Councils Climate Change Strategy and Action Plan.

- CS13- Green Infrastructure
- CS14- Efficient use of resources

The Council adopted its Climate Change Strategy and Action Plan in 2024 within which the authority sets out its net zero targets and approach to decarbonisation. The council declared a climate emergency in November 2024 to support this direction and further declared a nature emergency in 2025. Therefore, weight should be given to applications aiming to encourage the installation of sustainable and low carbon technologies and support the removal/reduction of greenhouse gas emissions being produced.

Assessment

CS13- Green Infrastructure Policy

CS13 supports the inclusion and enhancement of green infrastructure within development proposals. This can be from numerous mechanisms such as the creation of community gardens, green space, parks and gardens and green corridors etc but it can also be from the inclusion of green walls and roofs. Any planning application should be enhancing this provision where possible and outlining within the design where these measures will be incorporated through a sustainability statement, supporting information and plans that are submitted.

CS14- Efficient use of resources

Policy CS14 seeks to ensure that any planning application provides adequate land for waste management, incorporates renewable energy, achieves higher levels of carbon reduction and for non-residential development achieves the BREEAM 'Very Good' standard, unless proven to be financially or technically unviable in line with Policy CS14 of the adopted Core Strategy.

This should be demonstrated through a sustainability statement outlining these requirements and it is noted that within the design and access statement that part of this information is highlighted but not specifically around the levels of carbon reduction nor where specifically and in what quantity the measures for renewables etc will be included.

Climate Change Strategy

The Councils Climate Change Strategy and Action Plan is striving to achieve a 68% reduction in emissions by 2030 with net zero targets agreed for the authority

by 2035 and for the borough by 2045. Building sustainable development within the Borough is significantly important for achieving these targets and it is noted that within the Design and Access Statement paragraph 15 provides some further detail regarding how the development is considering sustainability onsite. The D&A statements outlines some of the works proposed which include:

- Reuse of the existing building structure
- Significant thermal upgrades
- Low-energy lighting and mechanical ventilation
- Secure cycle storage
- Reduced car dependency due to town-centre location
- The scheme aligns with sustainable development principles under the NPPF.

Although the approach outlined is positive, there is a lack of detail in regards to the emissions this would reduce/remove and how these works would be specifically developed and designed out to ensure the lowest carbon outputs are considered.

The application does not contain a sustainability statement showing where and how low carbon measures would be included within the development and the detail around the chosen methods and technology. The plans do not demonstrate where and how this provision would be included and therefore without further information a full assessment cannot be completed.

Conclusion:

The D&A statement goes some way in outlining where and how some sustainable measures could be included onsite and it is positive to see that the above considerations have been included. However, in order to be supported the applicant would need to demonstrate exactly where and how this was going to be incorporated within the design and at this stage this is not clear. The applicant should also be outlining where and how carbon emissions are being reduced/removed as a result of the works so that the authority can make an informed decision regarding how carbon intensive the development is.

On Additional Information

The submitted Energy and Sustainability report outlines that the development follows the recognised energy hierarchy approach (Be Lean – Be Clean – Be Green) to minimise energy demand and carbon emissions onsite. This includes development to improve thermal performance, incorporate energy efficiency measures and consider the integration of renewable or low-carbon technologies to further improve the buildings environmental performance.

The report outlines that appropriate ventilation and cooling strategies will be incorporated where necessary to ensure acceptable internal environmental conditions are maintained, particularly for rooms facing London Road where acoustic mitigation may limit window opening. Water consumption will be reduced through the specification of water-efficient sanitaryware and fittings within the residential units in accordance with Building Regulations requirements.

The report outlines that building regulations shall be met and detailed energy calculations will be undertaken at the building regulations stage through the preparation of a SAP design-stage assessment for the resident units.

Although this is considered to be an appropriate approach, there is still a lack of detail within the report which outlines how carbon intensive the development is currently and the amount of carbon being removed/reduced onsite as a result of the above proposed changes.

Conclusion:

The D&A statement and new Energy and Sustainability report go some way to explain that a fabric first approach shall be taken with building regulations being met through SAP calculations. At this stage of a planning application, with the design already outlined, the report should be able to provide detail regarding how carbon intensive the development is so that the authority can make an informed decision regarding whether a significant enough reduction is being achieved onsite.

However, based on the level detail submitted across both documents, no objection is given pending the following conditions being considered.

It is recommended that the latest Energy and Sustainability report is listed within the approved plans of the application and that 2 conditions are included:

- 1) As a minimum the development shall achieve a reduction in CO2 emissions of at least 31% of the Dwelling Emission Rate (DER) compared to the Target Emission Rate (TER) of Part L of the 2022 Building Regulations. The development shall be carried out in full accordance with the approved details as submitted in the Energy and Sustainability Statement Report.
- 2) No development shall commence until a sustainability statement has been submitted to and approved in writing by the local planning authority outlining and showing in detail where the Electrical Vehicle Charging points for the development shall installed. The approved Charging Points shall be installed prior to the occupation of the development and retained and maintained at all times thereafter.

Officer Note

Considering this application is for minor development only and is not a major application, then consultation with the Climate Change Co-ordinator is discretionary only. It is considered the requirements of the suggested conditions above go beyond what can be reasonably expected of a minor development having regard to current policy. All Building Regulations will need to be complied with, but requiring reduced emissions and electric charging points by condition is considered unreasonable to the scale of development. Instead, Informative can be added encouraging such provision.

Norse - Waste Strategy – none received

Licensing

We have no objection in principle to the proposed development.

The owner should be aware that an HMO licence will likely be required.

Upon receipt of an application for a HMO licence, the suitability for occupation by a particular maximum number of households of people will be decided by the Schedule 3 of The Licensing and Management of Houses in Multiple Occupation and Other Houses (Miscellaneous Provisions) (England) Regulations 2006 and our local guidance available at: www.havant.gov.uk/housing/private-sector-housing/houses-multiple-occupation-hmo

As part of any conditions attached to an HMO licence, we would require there to be suitable lockable access between the self-contained flats, on the ground and first floors, and the shared accommodation forming the HMO.

Portsmouth Water

The site lies on London Clay Bedrock, beneath which is the Portsdown Chalk Formation, which is classified as a Principal Aquifer. The site lies in a Source Protection Zone One C (SPZ1c) for the Havant and Bedhampton Springs; an essential Public Water Supply source. The chalk aquifer is confined and may be impacted by deep drilling activities. Subterranean activities such as deep drainage solutions, site investigation boreholes and/or piling may pose a risk to groundwater quality and our supply at Havant and Bedhampton Springs.

Portsmouth Water's Position Portsmouth Water have no objections in principle to the proposed development, however due to the sensitivity of the groundwater environment we would wish to see a Construction Environmental Management Plan (CEMP) and confirmation of a scheme for the disposal of foul and surface water.

Drainage - Confirmation on the disposal of foul and surface water is required.
Condition Portsmouth Water request that no development shall commence until a scheme for surface and foul water drainage has been submitted to and approved in writing by the Local Planning Authority in consultation with Portsmouth Water. The Flood Risk Assessment and Surface Water Management Strategy should clearly identify the means of foul and surface water drainage design for the site. Portsmouth Water would have a presumption against the use of deep bore soakaways at this location due to the sensitivity of the groundwater environment.

Piling and Foundation Designs

The proposed site is situated in a sensitive groundwater catchment and there is a potential risk associated with groundworks in this area. Portsmouth Water would have no objection to piling at this location if the piles terminate within the Clay cover, if the piles penetrate the full depth of the Clay cover we would expect a piling risk assessment and method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, vibration and the programme for the works) to be submitted to and approved in writing by the local planning authority in consultation with Portsmouth Water.

Construction and Environmental Management Plan (CEMP)

Portsmouth Water request that a Construction Environmental Management Plan (CEMP) is provided for comment, outlining all pollution mitigation measures to be adopted during the construction phase. This should include management of overland runoff, storage of hazardous materials, chemical and hydrocarbons on site and temporary drainage infrastructure to ensure that water resources are not put at risk from leaks or spillages.

Reason: Fugitive emissions from the site during construction could pose a threat to groundwater and therefore the Havant & Bedhampton Springs.

On Additional Information

We have reviewed the technical drainage note and are satisfied with the proposed plans. However, due to the sensitivity of the groundwater environment we would wish to see a Construction Environmental Management Plan (CEMP) and piling and foundation designs, in line with our previous response.

Housing – none received

Nutrient Team

I can confirm there is sufficient capacity in the Council's strategic mitigation scheme to accommodate the application proposals.

It should be noted that there is limited capacity remaining in the Council's mitigation scheme at Warblington Farm. There is alternative mitigation available from third party providers in order to avoid and mitigate the water quality impact arising out of the proposed development. The details of other schemes have been published on the Partnership for South Hampshire's website at: <https://www.push.gov.uk/work/mitigation-schemes-available-to-developers/>.

Natural England

No Objection – Subject to appropriate mitigation being secured Natural England considers that without appropriate mitigation the application would have an adverse effect on the integrity of European designated sites.

Your authority has measures in place to manage potential impacts through contributions to an agreed strategic solution(s) which we consider to be ecologically sound. Natural England is of the view that if these measures, including contributions to them, are implemented, they will be effective and reliable in preventing harmful effects on the Habitats Site(s) for the duration of the proposed development. Mitigation measure(s) to offset any positive nutrient budget should be provided within the relevant catchment area(s).

We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.

6. Publicity and Community Involvement

This application was publicised in accordance with the Council's Local Code of Corporate Governance and the Statement of Community Involvement, as result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 22

Number of site notices: 1

Statutory Advertisement – Not applicable

Number of representations received: **18 letters comprising 17 Objections and 1 Support**

The letter of **support** notes:

- Hard for young professionals to get onto the property ladder and proposed works covers individual flats and HMO which is good

The issues raised in the **objections** received can be summarised as follows:

HMO issues

- No information on who and how many this building will hold
- If not for families then who is it for?
- Need reassurance that occupiers will be local residents
- Transient nature of HMO residents may impact community cohesion due to high turnover of occupants
- High concentration of people in a single building leads to a negative impact on community cohesion thus changing the areas character

- Families and elderly at risk; close to school for vulnerable pupils
- Local residents already feel unsafe and unheard constantly battling against HMO applications
- Waterlooville being regenerated – this will undermine
- Would not benefit a town that is trying to regenerate
- Continuous suggestion to build HMO's is a shameful disregard to current residents and local community
- HMO applications jeopardise welfare of current residents
- If poorly managed may lead to overflowing bins, littering, fly-tipping, increased noise, parking congestion in an area not designed for such density
- An HMO will not attract the economic investment Waterlooville needs and lead to decline in appeal of the town
- No need for a HMO or any flats on the London Road when two and half thousand properties being built opposite with a mix of tenures

Standard of accommodation

- Small living conditions should not be supported

Services

- Lack of facilities and access to doctors, dentists, hospital at capacity
- Increased pressure on local services including schools
- Local services, healthcare and facilities already stretched to absolute capacity
- With continued development of Berewood and growing number of families existing infrastructure under significant pressure
- HBC must coordinate with Winchester CC to provide better GP facilities and improved infrastructure

Information

- No consultation with the community and local residents
- Large project like this should not be passed without full consultation

Parking and access

- Only 9 spaces shown which given number of flats & commercial unit will not be enough and cause parking concerns in London Road
- Insufficient parking on site affecting parking in area
- Entry and exit to London Road is not suitable with current road layout
- Entrance/exit lane too narrow for 2 vehicles side by side
- Would back up traffic on London Road as cars wait to turn in
- Single lane in and out currently used by a company which struggle to vacate onto London Road
- Entrance close to roundabout with 7 lanes of traffic and cars accessing flats will cause congestion on the roundabout

Safety of Future occupiers

- Location directly adjacent a busy junction, petrol station and vehicle hire depot

Daylight

- Extra floor could block out daylight for residents

Cost to Council and taxpayer

- To enforce minimum standards of occupation for HMOs

Other comments

- Property developers are in this for their own gain

7 Planning Considerations

Habitat Regulations Assessment & Appropriate Assessment

The Council, as competent authority under Regulation 63(1)(a) of the Conservation of Habitats and Species Regulations 2017 (The Habitats Regulations), has conducted a Habitats Regulations Assessment (HA) of the proposed development.

Recreational Pressure

The project being assessed would result in a net increase of dwellings within 5.6km of the Solent SPAs. In line with Policy DM24 of adopted Havant Borough Local Plan (Allocations) and the Solent Recreation Mitigation Strategy, a permanent significant effect on the Solent SPAs due to increase in recreational disturbance as a result of the new development, is likely. As such, in order to lawfully be permitted, the development will need to include a package of avoidance and mitigation measures.

The applicant has proposed a mitigation package based on the methodology in the Developer Contributions Guide. The scale of the proposed mitigation package would remove the likelihood of a significant effect. The applicant has entered into a legal agreement to secure the mitigation package in line with the requirements of the Habitats Regulations and Policy DM24.

Water quality

There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some designated sites. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Therefore, a significant effect on the Chichester and Langstone Harbours SPA, Solent Maritime SAC and Solent and Dorset Coast pSPA cannot be ruled out.

Natural England have produced 'Advice on achieving nutrient neutrality for new development in the Solent region'. This sets out a methodology to calculate the nutrient emissions from a development site. The applicant has used this methodology to calculate the nutrient emissions from the site. This calculation has confirmed that the site will emit a net nutrient load into European Sites. The Position Statement and Mitigation Plan for Nutrient Neutral Development sets out a mitigation package which will mitigate the impact that this development would have on the designated European Site. The applicant has entered into a legal agreement to secure the mitigation package.

Appropriate Assessment Conclusion

The Habitats Regulations Assessment concluded that the avoidance and mitigation packages proposed in the Appropriate Assessment are sufficient to remove the significant effects on the Solent's European Sites which would otherwise have been likely to occur. The HRA was subject to consultation with Natural England as the appropriate nature conservation body under Regulation 63(3) who have confirmed that they agree with the findings of the assessment. Should permission be granted, the

applicant will be required to enter into a legal agreement to secure the mitigation packages.

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development and density
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Access and parking provision
- (v) Flooding and drainage
- (vi) Developer Contributions
- (vii) Biodiversity Net Gain (BNG) and Ecology
- (viii) Other matters – response to representations

(i) Principle of development and density

7.2 The site lies within the built-up area as defined by Policies CS17 and AL2 of the Adopted Local Plan and as such there is a presumption in favour of sustainable development, subject to all other material considerations.

7.3 The Council's Five-Year Housing Land Supply, updated 1st April 2025, indicates the Borough's housing land supply position as 1.3 years with a 20% buffer applied. This shortfall engages Paragraph 11d) of the NPPF with its presumption in favour of granting permission unless there are any adverse impacts that would significantly and demonstrably outweigh the benefits when assessed against policies in the framework taken as whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well designed places etc.

7.4 The proposal would result in the net gain of 8 x 1 bed flats and 1 x 12 bed HMO i.e. 9 housing units within the main urban area of Waterloooville, in a relatively accessible and sustainable location, making more effective use of the land. The proposal would therefore make a modest contribution to housing supply, and these benefits of the proposal must be afforded weight in the overall planning balance.

7.5 Current policies CS17 and AL2 direct development towards the built-up urban areas and encourage making the most effective use of land. Notably Policy CS9 aims to:

- *"Achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form" and*
- *"Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities."*

7.6 Together with policy CS16 which seeks High Quality Design that respects its local context, and policy CS11 that protects the Borough's landscapes, these policies align with the NPPF, December 2024, and should therefore be afforded weight in the determination of the application, as detailed below.

7.7 It is noted that residential uses in town centres help to support the vitality and viability of the centres and this would also apply to this edge of centre site. The site is in a highly accessible location being within walking distance of the centre and on a main bus route. It would provide a mix of individual 1 bed flats and shared accommodation,

and this tenure type is needed for single people due to its affordability and location close to amenities. The proposal would therefore meet the aims of policy CS9.

7.8 It is further noted that within the emerging Building a Better Future Plan, the site is identified as within the Waterloo Town Centre Opportunity Area of Policy 13. The opportunity area is defined as those areas within 800m walking distance of the town centre i.e. the accessible fringes of the town. Draft Policy 13 requires residential development to maximise their contribution to housing need and for schemes that result in a net gain of 5 or more dwellings, then where within the defined opportunity area, should achieve a minimum density of 55dph. This scheme results in a net gain of 9 dwellings (the HMO is a single planning unit) having a density of 87dph so meets this target.

7.9 If the application is approved the applicant is aware that an HMO licence from the Council would be required under separate Environmental Health legislation.

(ii) Impact upon the character and appearance of the area

7.10 As noted above, the site is located in a mixed character, edge of town centre location, surrounded by largely commercial uses on the southeast side of the London Road, but residential opposite on the northwest side.

7.11 The proposed development would provide a mixed-use development, appropriate to this setting. The proposal would retain an active ground floor commercial unit with shop front, providing the opportunity for a business to operate from this edge of centre site. Given the proximity of the site to other residential properties, then in principle a residential use of the remainder of the site is considered appropriate, subject to the provision of satisfactory living conditions and mitigation against any noise for future occupiers, as discussed below.

7.12 In terms of the design and appearance of the proposed development this would result in a more contemporary 3 storey flat roofed building with recessed mansard style 4th storey. The existing pattern of fenestration has been respected, and uplift in materials would provide a focal building on the London Road frontage.

7.13 It is acknowledged that the majority of surrounding development is two storey in scale, but there are examples of three storey developments at Nelson House on the roundabout and 1a to 1f Forest End opposite. These each have three stories plus traditional pitched roof, so their ultimate height would be similar to that proposed. The front façade of the proposed building fronting London Road would be 3 stories with height to parapet of 9m. The 4th storey is set back to the rear of the building so its mass and bulk will have minimal impact on the street scene and be barely visible from street level. The 4th storey has also been set back some 4.5m from the northern side so when viewed from the north i.e. approaching around the roundabout from Maurepas Way, this considerable recess will avoid any visual dominance of this top storey. Additionally, the use of paler materials for the 4th storey will help the top structure appear recessive.

7.14 It is also noted that the setting of the site is quite unique – it is not set within a continuous linear frontage of uniform development. The site to the south is quite sparsely developed providing an open setting to the south. The petrol filling station site to the north, with just a canopy and modest single storey building, also provides a more open setting. The site therefore has scope to be unique, in both design and materials, and it is considered that the proposed development would provide a high-quality contemporary development that would successfully bring back into use a

redundant building. The provision of the front contrast projection would add articulation and interest in street scene terms and overall, the design and scale of the proposed development is not considered inappropriate to the context of the area.

- 7.15 The design, appearance, and use of the proposal is deemed appropriate in context to the main building and the local area and is therefore considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core Strategy) and the Council's Borough Design Guide SPD. It is considered that the scheme would not result in an adverse impact on the visual amenity of the locality.

(iii) Impact upon residential amenity

Impact on existing residents

- 7.16 The buildings to the immediate north, east and west are in commercial use and do not contain any residential accommodation. It is therefore only the occupiers of the residential property's opposite, on the northwestern side of London Road, that could be affected by the proposal. Whilst there would be the introduction of habitable windows at first and second floor level on the front elevation, with the potential for some overlooking, due to the separation distance of 22m across a busy main road, any loss of privacy and adverse impact on these occupiers would be considered minimal. It is also considered that the increased height would not impact light or outlook.
- 7.17 Consequently, it is considered that the proposal will not appear overbearing or lead to a loss of light, outlook or privacy and would have limited and acceptable impact on the occupiers of the existing properties opposite the site, meeting the requirements of Policy CS16 of the HBLP (Core Strategy).

Impact on future occupiers

- 7.18 Six of the proposed 8 x 1 bed flats meet the nationally described space standards for 1 bed, 1 person units, and two of them are of sufficient size for 1 bed 2 person units. Five of the flats benefit from small private outdoor amenity spaces and the remaining 3 have access to a shared roof terrace providing communal amenity space. This provision of outdoor amenity space is a positive benefit which many small flats do not have.
- 7.19 With respect to the HMO rooms, to comply with mandatory HMO licensing standards, the size of a double bedroom should measure at least 10.22sqm. The proposed rooms range between 13sqm and 18sqm meeting this standard. They all have individual en-suite bathrooms and a large, shared kitchen and living space as well as garden roof terrace. One HMO room also has a private outdoor amenity space. As noted above, an HMO Licence would be required for the proposal, covering more detailed internal provision.
- 7.20 Since the site lies on a busy road and adjacent commercial uses where background noise levels are medium to high, a noise assessment has been undertaken to ensure future occupiers can be provided with an adequate standard of internal amenity. The Council's Environmental Health Team initially raised concerns regarding noise and overheating. During the course of determining this application these issues have been addressed and amended reports forthcoming.
- 7.21 The amended reports find that the bedrooms to the rear are exposed to lower noise levels than those at the front, but a high level of mitigation is proposed throughout,

including enhanced glazing specifications - a 37 dB sound reduction for the front bedrooms and 35 dB sound reduction for the rear bedrooms. Windows could be opened at occupiers' discretion to achieve ventilation, with an associated rise in internal noise levels, but to ensure appropriate ventilation to bedrooms with windows closed, acoustic trickle vents would be installed.

- 7.22 Any overheating issues arising are addressed at Building Regulations stage in accordance with Approved Document O. The agent has confirmed that suitable ventilation and cooling strategies will be incorporated where required for rooms facing the main road.
- 7.23 Since the flats would be above a commercial Class E unit, then noise insulation for mitigation between the ground and first floor is also requested via condition. Additionally, to protect future occupiers from any late-night disturbance from customers using the commercial unit, whose end user is unknown at present, then it is suggested that an hours of use condition is imposed.
- 7.24 Overall, the Council's Environmental Health Officer has confirmed no objection in principle to the amended report and recommended conditions including post construction validation to ensure compliance with the mitigation strategies. Overall, it is considered that the proposal would provide a satisfactory level of accommodation for future occupiers, in accordance with Policies CS16 and DM10 of the Core Strategy.

(iv) Access and parking provision

- 7.25 The vehicular access would continue to be shared with the rear commercial unit. Notably turning right into the site from the London Road is difficult with a central island adjacent the right turn point. Whilst a right turn manoeuvre is not prohibited, it is anticipated that most vehicles would go round the roundabout and turn left into the site instead. Similarly turning right out of the site is difficult with drivers having to either wait for both lanes of the London Road to be free or utilise the small central lane. This is however an existing situation and no change is proposed.
- 7.26 Additional trip information has been provided during the course of determining this application which demonstrates that there would be a significant reduction in trips made to the site compared to the previous entire commercial use. This would therefore reduce the number of vehicles undertaking movements into and out of the site which would potentially lead to improved highway safety.
- 7.27 Hampshire Highways have commented on the trip information and raise no objection, noting there would not be an intensification of use of the existing access.
- 7.28 With respect to parking, the site benefits from a rear parking area which would provide 15 spaces. An internal secure store is also proposed for 32 bikes. The adopted parking standards require 1 car space and 1 long stay cycle space per 1 bed unit, so 8 spaces would, and can be provided for both cars and bikes, to serve the proposed 8 x 1 bed flats.
- 7.29 Two car parking spaces have been marked on the plans for the commercial unit, which is proposed for Class E purposes. However, the end user is not known, and so the precise parking ratio to calculate the parking need is also unknown, but there would be a slight under provision (if a retail shop unit then 6 spaces would be required, i.e. a shortfall of 4 spaces, if a professional office then 4 spaces would be required, i.e. a shortfall of 2 spaces).

- 7.30 Assuming 2 car parking spaces is accepted for the commercial use in this accessible location, and 8 spaces are allocated to the individual flats, then there would be 5 car parking spaces available for the occupiers of the HMO, as well as 24 spaces within the bike store.
- 7.31 Given the sites accessible location and siting on a main bus route, then it is considered that future occupiers, as well as staff of the commercial unit, would have options to use public transport and would not need to rely on private vehicles to access the site. On this basis it is considered that the provision of 15 car parking spaces and cycle storage for 32 bikes is considered a generous amount for an edge of centre site and should not lead to overspill onto the highway or indiscriminate parking nearby.
- 7.32 The proposal is therefore considered to meet the guidance specified in the Havant Borough Council Parking SPD (2016) and to be in accordance with Policy DM13. Conditions to secure the provision of parking for cars and cycles are recommended.

(v) Flooding and drainage

- 7.33 The site lies within flood zone 1, both now and in the future, and therefore the development is at low risk of fluvial and coastal flooding and suitable for the mixed-use development proposed.
- 7.34 However the site is identified as being at risk of surface water flooding, both now and in the future. The Council's current advice on Surface Water Flood Risk is that a sequential test is not required but a sequential approach should be taken on site with the area at risk being avoided where possible. However, in this case the surface water risk covers the whole site.
- 7.35 A flood risk assessment has been submitted which notes that surface water will continue to be managed via existing drainage systems. A Technical Drainage Note has also been provided during the course of determining the application, which notes that the overall surface area of the roof (going from pitched to flat) would potentially reduce surface water runoff from the site. On this basis it is considered that the proposed development, which is an upward extension only, would not change the flood risk at the site and the proposal would be safe for its lifetime without increasing flood risk elsewhere.
- 7.36 With respect to foul drainage, a Southern Water sewer lies underneath the existing building and crosses the site. It has been surveyed and found to be in good condition and discharges to the public sewer in the highway. Southern Water require a 3m clearance either side to protect and it has been confirmed that the front lobby projection would be 3.7m away and thus not interfere with Southern Waters infrastructure. The existing connection to the public sewer would be used and no new connections are proposed.
- 7.37 Portsmouth Water note the site's location on the groundwater aquifer and have no objection but request a Construction Environmental Management Plan (CEMP), which can be conditioned. The Technical Drainage Note covers other points raised by Portsmouth Water. Overall, it is considered that the drainage strategy for the proposed development is satisfactory in principle, and will be subject to more detailed consideration as part of the separate Building Regulations process.

(vi) Developer Contributions

- 7.38 The CIL rates to be applied to development are set out in the Havant Borough

Community Infrastructure Levy Charging Schedule, which was adopted by the council on the 20th February 2013. This followed two public consultation exercises and an Examination into the Charging Schedule by an independent Examiner. The Examiners Report concluded that the Havant Borough Council Community Infrastructure Levy (CIL) Charging Schedule provided an appropriate basis for the collection of the levy in the borough. The levy is charged at £80 per square metre (plus indexing) on new residential floorspace (measured as gross internal area) in Waterlooville.

- 7.39 The scheme would be Community Infrastructure Levy (CIL) liable for the net additional internal floor space and change of use to residential floorspace. A CIL Liability Notice will be sent to the agent post decision should permission be granted.
- 7.40 The scheme would be liable for contributions towards Nutrient Mitigation and the Solent Recreation Mitigation Strategy pursuant to the Habitat Regulations Assessment & Appropriate Assessment carried out and described earlier in this report. Should permission be resolved to be granted, the applicant will be required to enter into a legal agreement to secure the mitigation packages. The following contributions are required for the development, to be secured via an associated Section 106 Agreement:

Nutrient Mitigation	£31,713.40
Solent Recreation Mitigation Strategy	£5,722.15

(vii) Biodiversity Net Gain (BNG) and Ecology

- 7.41 It is noted that this application meets the De Minimis exemption requirements relating to Biodiversity Net Gain. The Council's Ecologist has also identified the building as being suitable for ecological enhancements and suggests the provision of two each of bat roosting units and common swift nest boxes. Conditions are recommended to secure this.

(viii) Other matters – response to third party representations

- 7.42 Several comments were made during the application regarding the proposed nature of the accommodation and intended occupants. Whilst not strictly a planning matter, the applicants have provided additional information in the form of a Future Occupiers and Management Statement. This indicates that the proposed development will form part of a professionally managed shared living portfolio, designed specifically for young professionals and keyworkers. The management statement includes a number of example images indicating the type of internal and external materials and finishes that the applicants wish to achieve, which are high quality. Furthermore, the statement indicates all tenants are carefully vetted prior to occupation.

8 Conclusions

- 8.1 Due to the Borough's current housing supply position, paragraph 11d) of the NPPF is engaged which gives a presumption in favour of granting permission unless there are any adverse impacts that would significantly and demonstrably outweigh the benefits. The provision of 9 additional residential units would contribute to the Borough's housing need and represents a modest benefit. There would also be economic benefits arising from the construction and future spend of occupants, and a social benefit from the provision of small homes for professionals in an established residential area in an accessible and sustainable location.
- 8.2 The mixed-use proposal would make more effective use of the site, with an appropriately high residential density for this accessible site located in the draft policy

13 Opportunity Area. Being so close to the town centre, with an active shop front retained, the proposal would in part support the vitality and viability of the town centre.

- 8.3 The proposed upward extension and more contemporary design and appearance is considered appropriate to the local area, providing a high-quality focal building. There would be minimal harm to any neighbouring amenity, and an adequate standard of accommodation can be provided for future residents.
 - 8.4 The vehicular access to the site is deemed to remain appropriate for a reduced number of trips, and the level of parking and cycle provision has been considered and for this accessible location close to the town centre is considered acceptable.
 - 8.5 Contributions as to the Solent Recreation Mitigation Strategy and Nutrient Neutrality would be secured by a section 106 agreement.
 - 8.6 Overall it is considered that there are no identified adverse impacts arising from this development that would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole, having particular regard to key policies, and therefore the tilted balance benefit of this development prevails. On this basis it is recommended for approval subject to conditions.
-

9. RECOMMENDATION:

That the Interim Development Manager be authorised to **GRANT PERMISSION** for application APP/25/01015 subject to:

- A) Completion of the Section 106 Agreement to secure the requirements as set out in paragraph 7.40 above;
- B) The following conditions (subject to such changes and/or additions that the Development Manager considers necessary to impose prior to the issuing of the decision):

Conditions:

- 1. The development must be begun not later than three years beginning with the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2. The development hereby permitted shall be carried out in accordance with the following approved plans:
 - 1:1250 Location Plan
 - Proposed Site Plan - Drawing Number 100.05 Rev A
 - Proposed Ground Floor Plan – Drawing Number 100.00 Rev E
 - Proposed First Floor Plan - – Drawing Number 100.01 Rev B
 - Proposed Front Elevation - Drawing Number 100.10 Rev A
 - Proposed Second Floor Plan – Drawing Number 100.02 Rev D
 - Proposed Third/Roof Plan – Drawing Number 100.11 Rev A
 - Proposed Rear Elevation - Drawing Number 100.03 Rev D
 - Proposed North & South Side Elevations – Drawing Number 100.11 Rev A
 - Existing and proposed Section – Drawing Number 20.02 Rev C
 - Existing and proposed Street Scene – Drawing Number 100.06 Rev A

Proposed CGI Streetview - – Drawing Number 100.15 Rev A
Design & Access Statement dated November 2025
Flood Risk Assessment dated December 2025
Highways Technical Note by tpa 2601-066/TN/01/February 2026
Amended Noise Impact Assessment by Vine Acoustics dated 3rd March 2026
Technical Drainage Note dated March 2026
Future Occupiers and Management Statement by Roma Investment Holdings

Reason: - To ensure provision of a satisfactory development.

3. The external materials used shall be as indicated on the submitted forms and hereby approved plans, or shall match, in type, colour and texture, those of the existing building so far as practicable.

Reason: In the interests of the amenities of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

4. The House in Multiple Occupation hereby permitted shall be occupied by a maximum of 12 residents whilst in use as a House in Multiple Occupation.

Reason: To accord with the nitrogen budget and technical standards, in the interests of the amenity of the occupants and local area and having due regard to policies CS11, CS16, DM10, and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

5. The hereby approved flat numbers 1 and 3, as shown on drawing number 25.08 100.00 Rev E, shall be occupied by up to 2 persons; all other flats (numbers 2, 4, 5, 6, 7 and 8) shall only be occupied on a single basis, such that there shall be no more than 10 residents in the Class C3 flats.

Reason: To accord with the nationally described space standards and nitrogen budget, in the interests of the amenity of the occupants and local area and having due regard to policies CS11, CS16, DM10, and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

6. The hereby approved C3 flats hereby permitted shall not be occupied until:
(a) A water efficiency calculation in accordance with the Government's National Calculation Methodology for assessing water efficiency in new dwellings has been undertaken which demonstrates that no more than 110 litres of water per person per day shall be consumed within the development, and this calculation has been submitted to, and approved in writing by, the Local Planning Authority; and
(b) All measures necessary to meet the approved water efficiency calculation have been installed.

Reason: There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Further detail regarding this can be found in the appropriate assessment that was carried out regarding this planning application. In compliance with Regulation 63 of the Conservation of Habitats and Species Regulations 2017, the local planning authority has a duty to ensure that sufficient

mitigation is provided against any impacts which might arise upon the designated sites. In coming to this decision, the Council has also had regard to Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011.

7. At all times following occupation of the C3 flats hereby approved, all measures for water usage within the submitted nutrient budget shall be maintained in the development in perpetuity.

Reason: There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Further detail regarding this can be found in the appropriate assessment that was carried out regarding this planning application. In compliance with Regulation 63 of the Conservation of Habitats and Species Regulations 2017, the local planning authority has a duty to ensure that sufficient mitigation is provided against any impacts which might arise upon the designated sites. In coming to this decision, the Council has also had regard to Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011.

8. At all times following occupation of the HMO accommodation hereby approved, all sanitary fixtures and fittings which are installed as part of the development hereby permitted shall comply with the water efficiency standards set out in table 1 of the Position Statement and Mitigation Plan for Nutrient Neutral Development (April 2023).

All measures necessary to meet the approved water efficiency calculation shall be maintained so as to ensure that no more than 110 litres per person per day shall be consumed in the development in perpetuity.

Reason: “There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Further detail regarding this can be found in the appropriate assessment that was carried out regarding this planning application. In compliance with Regulation 63 of the Conservation of Habitats and Species Regulations 2017, the local planning authority has a duty to ensure that sufficient mitigation is provided against any impacts which might arise upon the designated sites. In coming to this decision, the Council has also had regard to Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011.

9. Prior to occupation, details of the hard and soft landscaping for the terraces as indicatively shown on the Floor Plans shall be submitted to and approved in writing by the Local Planning Authority. Such scheme shall specify the size and construction details of the planters, with species of all plants and shrubs, their size and spacing, to be planted and timing provisions for completion of the implementation of all such landscaping works.

The approved scheme shall be carried out in accordance with the approved details and in accordance with any timing / phasing arrangements approved or within the first planting season following first occupation of the development hereby permitted, whichever is the sooner. Any trees or shrubs planted or retained in accordance with

this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

10. Prior to the first occupation of the hereby approved development, a minimum of two nesting boxes for Common Swift and two bat roost boxes shall be erected at the site. These ecological enhancement features shall be installed in suitable locations as per manufacturer's instructions and thereafter retained and maintained.

Reason: To provide ecological mitigation and enhancement in accordance with the Environment Act 2021, NPPF, and Policy CS 11 of the Havant Borough Core Strategy March 2011.

11. The car parking, cycle store, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

12. The ground floor Use Class E premises shall only be open for trade or business between the hours of 08:00 and 22:00 Monday to Saturday and 08:30 and 13:00 on Sundays and Bank Holidays.

Reason: To protect the amenities of the occupiers of the flats above and other nearby residential properties and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

13. Prior to the commencement of development, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority, in conjunction with Portsmouth Water. The CEMP shall include the following details:

- All pollution mitigation measures to be adopted during the construction phase including the management of overland runoff, storage of hazardous materials, chemical and hydrocarbons on site and temporary drainage infrastructure to ensure that water resources are not put at risk from leaks or spillages.
- Development contacts, roles and responsibilities
- Public communication strategy, including a complaints procedure.
- Dust Management Plan (DMP) including suppression, mitigation and avoidance measures to control dust.
- Noise reduction measures, including use of acoustic screens and enclosures, the type of equipment to be used and their hours of operation.
- Measures to control light spill and glare from any floodlighting and security lighting installed.

The approved details shall be implemented before the development hereby permitted is commenced and retained throughout the duration of construction. The development shall only be carried out in accordance with the CEMP so approved.

Reason: To protect the groundwater and therefore the Havant & Bedhampton Springs from any fugitive emissions; and to protect the amenity of occupiers of nearby premises, having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

14. Prior to any work commencing on site, a detailed scheme for protecting the proposed residential units and HMO from external noise shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate, through design calculations and/or manufacturers' data, how the development will achieve the following internal and external noise criteria (as recommended in BS8233:2014):
- i. all bedrooms shall achieve an 8-hour LAeq (23:00 to 07:00) of 30dB(A)
 - ii. all living rooms and bedrooms shall achieve a 16-hour LAeq (07:00 to 23:00) of 35dB(A)
 - iii. LA_{max,F} noise levels shall not exceed 45 dBA more than 10 times between 23.00 – 07.00 hours inside bedrooms
 - iv. all private amenity spaces shall achieve a 16-hour LAeq (07:00 to 23:00) of 55dB(A)

Within two months of implementation of the approved scheme, and before any residential or HMO unit is occupied, a noise validation report demonstrating compliance with the specified noise criteria shall be submitted to and approved by the Local Planning Authority. This assessment shall be conducted with the ventilation strategy operating (e.g., trickle vents in the open position and/or with mechanical ventilation systems running). The approved noise protection measures shall thereafter be maintained and operated in accordance with the approved scheme.

Reason: To secure appropriate noise mitigation for the amenity of future occupiers, having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National planning Policy Framework.

15. Prior to the commencement of development, full details of the sound insulation performance of the existing and/or proposed separating floor/ceiling construction between the retained ground-floor commercial use and the first-floor residential accommodation shall be submitted to and approved in writing by the Local Planning Authority.

The submitted details shall demonstrate, through design calculations and/or manufacturers' acoustic test data, that the separating floor/ceiling will achieve a minimum airborne sound insulation performance of $\geq 53 \text{ dB } D_{nT,w} + C_{tr}$, being at least +5 dB above the minimum standard set out in Approved Document E for separating floors.

The approved sound insulation measures shall be fully installed prior to occupation of the residential units and shall thereafter be retained and maintained for the lifetime of the development.

Reason: To ensure adequate protection of residential amenity from noise associated with the commercial use below, having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National planning Policy Framework.

16. No deep piling foundations shall be used in the construction of this development without a piling risk assessment and method statement being first submitted to and approved in writing by the Local Planning Authority, in conjunction with Portsmouth Water. The piling assessment and method statement should detail the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, vibration and the programme for the works.

Reason: To protect the sensitive groundwater catchment from groundworks beyond the Clay cover, having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Informatives:

1. Please refer to the SGN letter dated 22 January 2026 listing site working restrictions. You are advised of the need to contact a SGN representative before works commence.
2. You are reminded of the need for a Trade Effluent discharge licence and advised that a wastewater grease trap should be provided on the kitchen waste pipe or drain and maintained. Please refer to the Southern Water comments dated 16th March 2026 for further information.
3. You are hereby requested to ensure that no works or ancillary operations associated with any demolition, excavation, clearance and construction works at the development, which are audible at the site boundary, shall take place on any Sunday or Bank / Public Holiday, nor on any other day except between the following times: Monday to Friday: 08.00 - 18.00 and Saturday: 08:00 - 13.00.
This is in order to protect the occupants of nearby residential properties from noise and vibration nuisance.
4. You are encouraged to provide Electrical Vehicle Charging Points and reduce CO2 emissions to at least 31% of the Dwelling Emission Rate (DER) compared to the Target Emission Rate (TER) of Part L of the 2022 Building Regulations, to provide a more sustainable development.
5. In accordance with paragraphs 38-50 of the NPPF Havant Borough Council (HBC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:
Offering a pre-application advice service, and
Updating you of any issues that may arise in the processing of your application and where possible suggesting solutions, and,

In this instance:

You sought and were provided with pre-application advice,

You were updated about issues, amended and additional information requested and forthcoming, making your proposal acceptable.

APPENDICES

- (A) Site Location Plan
- (B) Existing Site Plan
- (C) Existing Front & Rear Elevations
- (D) Existing Side Elevations & Floor Plans

- (E) Proposed Site Plan
- (F) Proposed Ground Floor Plans
- (G) Proposed First Floor Plan
- (H) Proposed Second Floor Plan
- (I) Proposed Third Floor Plan
- (J) Proposed Front Elevation
- (K) Proposed Rear Elevation
- (L) Proposed Side Elevations
- (M) Existing and Proposed Cross Sections